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INSCOM  
GRILL FLAME  
PROGRAM

SESSION REPORT

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ORCON

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: July 2001

OF-056-81

GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-92

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning U.S. Army helicopter 73-21711.
2. (S/NOFORN) The remote viewer's impressions of the target are provided as raw intelligence data, and as such, have not been subjected to any intermediate analysis, evaluation or collation. Interpretation and use of the information provided is the responsibility of the requestor.
3. (S/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made by the remote viewer reference his impressions of the target site. At TAB B is target cuing information provided the remote viewer.

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## TRANSCRIPT

REMOTE VIEWING (RV) SESSION DCC-92

TIME

#14: This will be a remote viewing session for 17 July 1981; mission time is 0845.

All right #36, the time is now 8:45. I would like you once again to go back in time to 17 February 1981. I would like you to focus on the U.S. Army helicopter 73-21711, with three crew members on board.

PAUSE

#36: Okay.....

#14: Okay. I would like you to pick up where you left off from your last session. You were in the helicopter, the stick was vibrating badly. You were looking out the right window when something struck you. I would like you to describe the events from that time on.

+03 #36: It's gonna be all right...it's gonna be all right. It's gonna  
+05 be all right..no sweat..... Going down....(mumble).....  
..... Things are movin' very slow...very slow...slow motion..  
.....

Straight ahead there.....I see a guy on the ground...  
Floppy straw hat, small...like a jungle native of some type...  
Donkey..... Uh, hurt..... Slim guy standing, 160 pounds.

STAT

Something about a buzzard. I don't know whether we hit it or what, but there's some damn big buzzard. Two of 'em..big ones.  
Careful or you'll hit them bastards. Guy gotta have a sharp eye...keep sharp eye. Look out...

#14: Okay, I'd like you to again focus on the crash. I would like you to describe the condition of the crew members after the crash...

+10 #36:

STAT

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#36: Seems to be some open, deep grass..spots, grass very tall.  
One of few places where some openness...

STAT



#14: Does he find what he's looking for?

+15 #36: I don't know. Have to wait and see.

#14: Okay. Continue...

#36: Somebody in a floppy straw hat..something to do with this...  
Local type, local type. He either saw bird go down or is  
watching from nearby somewhere. Or he..very timid person, very  
timid. Crew doesn't seem to be aware of...native type. I  
can't tell where   is, if he's okay or not. Think he's  
unconscious. He just can't... I lost all account of time, I  
don't know how long it's been... But shadows are very long,  
it's either early morning or late afternoon, long shadows.  
It's late evening, late evening. I feel apprehension about  
shadows getting longer. But there's sun on the...sun on the  
upslopes there. The slope must be facing either south or east  
or somewhere between the..be to the..crew is to the south..to  
the south or west of this slope, or southwest of this slope.  
Seems to be deep jungle behind me when I'm facing the slope.  
Deep jungle, deep timber vegetation....

+20 Distinct feeling somebody..extinct..distinct feeling someone  
is aware of..crash site.... I just don't see much else to  
pinpoint this position. But I'm getting number 54. I don't  
know if it has anything to do with it or not..54...

PAUSE

#36: I am seeing a pretty well intact fuselage, forward portion..  
and trying to tie it to some time frame. I keep wanting it  
to be after the crash, but I don't know. It's...it's damaged...  
I think the fuselage is not totally destroyed. Sitting at a  
funny angle towards the left side..left side down, kind of...

#14: Okay. I'd like you to remain at the crash site. I'd like  
you to take up a position overhead looking down at the crash  
site. Move now to present time, today, right now.....

#36: I keep seeing a...native shack of some kind. I saw someone  
with very skinny legs and olive drab undershorts on, sitting  
on a cot like affair..just one person. Very primitive shack,  
dwelling. I..from this vantage point don't see any signs of  
crash. Looking around very hard trying to tie to the target.  
I find myself looking at a shack.

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- #14: I would like you to imagine yourself a search aircraft or helicopter over the crash site. Can you, from your position in present time, see or perceive any broken trees?
- #36: The bird apparently went into a clear, grassy area, went into overshoot, went into trees, under trees. Grass was disturbed but it's not now. It's that tall stuff..high as a man's head..weed, grass. Flying along..toward the south of this range. Approaching you can see broken open areas of this tall grass and jungle to the left. Broken openness seems to run up slopes at the foot of the range. It flattens out to the left. It's..gets some bigger timber. It's not..what's prominent..to block off to... As I'm stretching along..with range on my right and jungle to my left I'm aware of some kind of river off a few miles to my right- left, left, left. And it seems to be flowing towards me... Just no sign posts. I see no distressed vegetation that would indicate that the bird went in...

STAT

That's just about it, I think. Can't seem to pin anything down.

- #14: Okay. One final question- from your position, imagining you are a search aircraft, can you see anything of the helicopter from overhead in a search pattern?
- #36: No. Can't see it. I flew right over it and I couldn't see it. But I was aware of where it was.
- #14: If you were an infrared imaging system would you be able to pick up an image of this from IR?
- #36: Not enough differential..went in under canopy...foreign metal parts stabilize..Not enough differential.
- #14: Okay, I have no further questions at this time.
- #36: Might try radar. Canopy penetrating radar, is not...probably not. Know a lot of targets like this and they.. That's about it.
- #14: Okay.
- We're now ready for debrief.
- #36: Okay. Drawing one. Was this the only portion that you wanted? Drawing one? Well, let me tell you what it is, then you can tell me if that's all you want.

Uh, this is the mountain range, uh, here, sticking up through this jungle. This long wavy line here identifies flight path, is where I felt they were flying. And it lost altitude, it went right into under the trees in this clearing. I've identified three clearings. There was more in the area but I didn't wanna

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#36: go to all the detailed drawing, all the little patches that I couldn't remember exactly how they were positioned. Then towards the bottom of the page is a lot of jungle getting bigger and bigger. But I was aware of a intermittent stream running into other streams, getting bigger and creating a small river, which I thought was to the south, in a southerly direction, roughly. It's indicated towards the bottom of the page, running across the bottom of the page.

Uh, I had the feeling that the vegetation got very sparse the higher up you went on the slopes. Any questions about any of this?

#14: Um, could you put a north arrow on the drawing if you-

#36: Yeah, it's estimated- yeah, it's- north is somewhere towards the top of the page. Uh, is that sufficient, or you want me to try an draw- I really don't know exactly within say about 20 degrees how this range is oriented. But I felt west or south is kinda to the- to the left. So north is probably off in a direction like that somewhere. But..I was roughly the southerly or southwesterly slope of that mountain. And I base that on the way the light was hitting some of the patches of grass higher up the slope and hitting the slope, long shadows. I felt I really dread those shadows getting longer, which indicates it musta been in the evening rather than in the morning, which says that that was somewhere to the, uh, southwest, south somewhere.

SGFOIA3

#14: Uh, question. You mentioned that, uh...I think it was  was looking for something.

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#36: Yeah, I don't know why I felt it was  but I just felt it was

#14: Did, uh, you get any feeling of what he was looking for or whether he found it?

#36:

STAT

#14: Uh, just go back over the feeling that you had that there might possibly be

STAT

#36: Think that happened when we moved to the present time. Uh, I kept trying to see the crash site, and I felt not too distant

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#36: from there I kept zooming in on a primitive shack of some kind. And, uh...that just dissolved away and I saw a Caucasian in olive drab shorts, sitting on some kind of bunk, pad or something about a foot high, 'cause his knees were quite high and I remember his legs were quite skinny. Not emaciated, not knobby knees like malnutrition, but quite slim. And I looked around real quick trying to see if there was any more or- I assumed that was one of the crew members, I don't know that.

#14: I see.

#36:

STAT

#14: I have no further questions.

#36: Okay.

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**TAB**





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**TAB**

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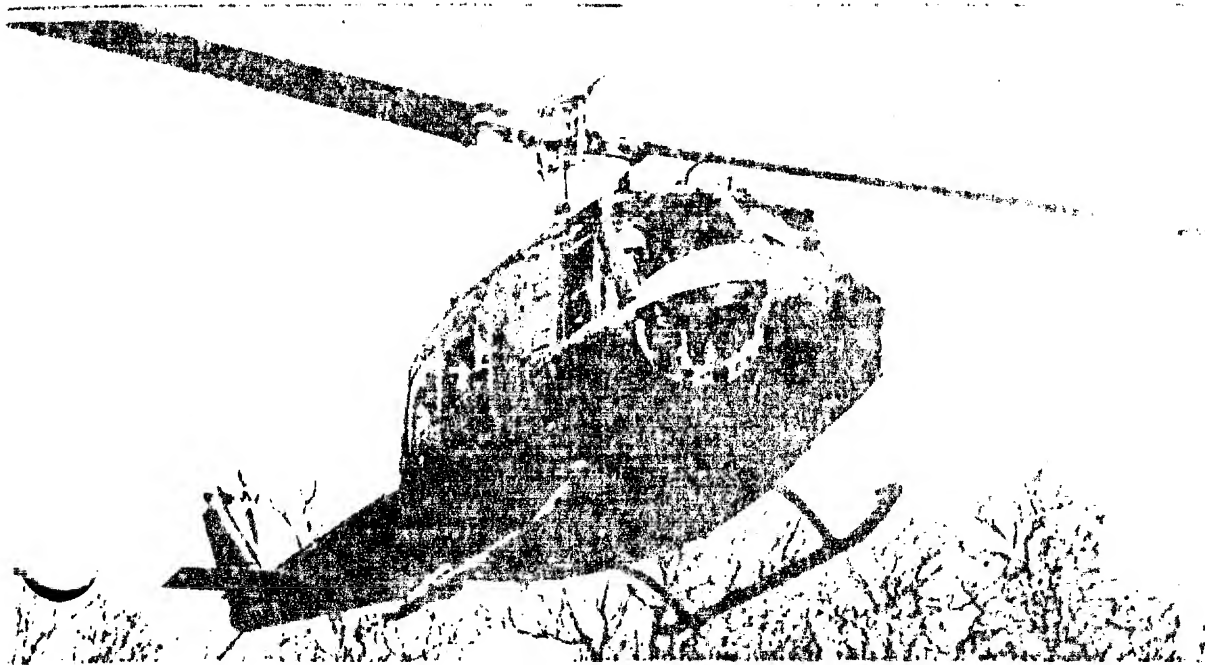
TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-92

1. (S/NOFORN) Prior to the session the remote viewer was shown the attached photo of a U.S. Army helicopter and the information provided thereon.
2. (S/NOFORN) During the session the viewer was asked to describe the condition of the three crewmembers after the crash, which took place on 17 February 1981. He was then asked to describe the crash site at this present time and to determine if this location could be spotted from the air.

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UH-1H (1973) TAIL # 73-21711

17 FEB 81 G 0700 LOCAL TIME

CREW:



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